

**Policy Statement**  
for  
**STREET UTILITY CROSSINGS USING BORING METHODS**  
in the  
City of Mesa, Arizona

**I. INTRODUCTION**

Whenever possible, most utility companies will install their conduits, cables, etc. within the public right-of-way or easements and out side of the existing paved surfaces (asphalt, portland cement, etc.). However, at some point, the utility must cross an intersecting street or provide service to a customer on the opposite side of the street. In these cases the utility company has the option of or may be required to bore across (under) the paved surface of the street. In joint cooperation between the City of Mesa and the local utility companies, the procedure in this Policy was developed for street utility crossings using the boring methods. This Policy will provide a reliable procedure to conduct the street crossing, minimize the likelihood of inadvertent damage to existing facilities within the street, minimizes the disruptions to the motoring public and reduces the future maintenance required on the street by eliminating the pavement cut (open trench).

**II. STREET BORE REQUIREMENTS**

- A. The following boring procedure for street crossing in Mesa was established with the cooperation of SRP, Cox Communication, U.S. West, Southwest Gas and Cable America.
1. Utility companies shall comply with ARS 40-360.22(d) when locating underground facilities prior to construction.
  2. After a permit is issued, a utility cross-section based on actual field conditions shall be prepared by the Engineer/Designer of record prior to boring. Said utility cross-section shall be available to the City Inspector upon demand on-site during the street crossing. This document becomes part of the permanent installation record held by the facility owner. Valid methods for vertical location of facilities for the utility cross-section include vacuum potholes, hand-excavated potholes, measurement of invert elevations at manholes, and as-built construction (field) records for gravity-flow facilities (sewers, storm drains, irrigation pipe, etc.).
  3. An authorized City of Mesa utility cross-section form or a permitted construction plan shall be used in presenting the actual field condition.

4. Potholes in residential streets may be temporarily repaired (compacted soil and cold patch asphalt) when the bore will commence within 30 days of the pothole excavation. Should the temporary repair fail, the permittee shall make pavement restoration within 24-hours of notification from, and at the direction of, the City Inspector. Potholes in arterial streets must be permanently repaired immediately following pothole excavation.
- B. The following criteria will be used in determining the frequency of application of these procedures.
1. Major Arterial - Each bore crossing of a major mile or half-mile arterial in the City shall require a utility cross-section using the aforementioned procedures.
  2. Residential - When a boring takes place in a residential neighborhood or subdivision, one typical utility cross-section for each unique street segment within said residential neighborhood or subdivision shall be required using the aforementioned procedures. The number of typical utility cross-sections required for each residential neighborhood or subdivision shall be determined by City Staff during plan review and shall be specified on the approved permit application. As typical utility cross-section are developed, they shall be maintained on file with the City of Mesa Building Inspections Division and may be used by any other utility conducting street crossing in the same residential neighborhood or subdivision.

#### IV. OTHER CONSIDERATIONS

This Policy does not relieve the utility company or their contractor from all other City Policies, standard details, ordinances, uniform standard specification and details, special restriction, warranties, etc. that are applicable to the work being performed within the right-of-way or easement.

This Policy shall become effective this 6<sup>th</sup> Day of December, 1999.

S/ Jack Friedline

Jack FRIEDLINE  
Public Works Manager

S/ Keith Nath

Keith NATH  
City Engineer